

1. Request NASA provide an analysis of historical “emergency” orders so that offerors may understand the potential extent of emergency orders at each site.

Historical information not available. The “Emergency order” charge can be found in RFP Section 3.1(b) and included so that in the instance of a supplier accepting an “Emergency order” (for delivery in a shorter time than “normal” deliveries per the SOW) they will be entitled to the additional compensation.

2. Request NASA confirm whether an exception to Section 1.3 of the RFP is acceptable. In lieu of providing testing/analysis results, the contractor would provide NASA a Certificate of Conformance stating that Helium contains  $\leq$  2ppm Neon. Neon testing/analysis is not a standard industry practice.

Exception not acceptable. A Certificate of Conformance (COC) provides no documentation of the analysis of the delivered product. The Certificate of Analysis provides the location real time backup date to support the COC. Neon analysis is required in some grades of helium per MIL-PRF-27407(Grade A) as well as the higher grades of helium per GGA-9.1-2009 (Grade N and P). The higher analysis of Grade A (vs CGA Grade N) is required by the locations. Note that the RFP now provides an exemption to the neon analysis that was not included in previous solicitations and recognizes the potential for a transfill not having neon analysis instruments.

3. Request NASA confirm whether a Certificate of Conformance stating Helium meets NASA’s specifications is acceptable in lieu of a Certificate of Analysis stating actual test/analysis results.

See Question 2.

4. Page 15, section 1.10 – Delivery Order Procedures (c): Can the 48 hours notice be revised to 72 hours (which is standard for some within industry)?

No changes to the SOW will occur.

5. Will the resulting contract be issued with a Memorandum of Understanding with the BLM; meaning the molecules are given back to the supplier within the same month for which the supplier delivers?

Following discussions with the BLM, it is NASA’s intention to issue Memorandums of Understanding (MOUs) between the individual locations under the contract and the Bureau of Land Management (BLM). See RFP Section 3.14.

6. Would it be possible to provide Best Estimated launch dates for the KSC for SLS?

Current Best estimate is 1st qtr FY18 (4th qtr CY 2017). Note that this date is subject to change and that any delays will push this date to the right. No current estimate of an earlier date for first SLS launch.

7. During launch months, will KSC still require 2/month base loads/deliveries?

Yes. Launch quantities will be in addition to base amount of 2 tankers (~ 80,000 liter) per month.

8. For the KSC base load 2/month, will our containers sit onsite, or will the product be dumped into the 30,000 gallon storage units?

Currently the only time the 30,000 gallon storage units (“dewars”) at KSC will be utilized is for the SLS launches. All other requirements will have the LHe stored in the delivered tankers. As described in Attachment 3 for KSC, two GFE tankers will be provided to the supplier for incorporation into their fleet. Two tankers are anticipated to be retained at KSC at all times, to be swapped for full tankers when required. Any additional tankers retained on site will be subject to driver delay and demurrage charges.

9. At which sites are common carriers acceptable?

This is acceptable at all locations, as long as the requirements of the RFP, and specific location SOWs are met.

10. Will there be any exceptions to U.S. citizenship requirements?

No. U.S. citizenship is required in accordance with the RFP.

11. What is considered a workday?

See Section 1.10(c).

12. Can a supplemental charge be added for deliveries with 24 hour notice?

See Question 1.

13. What are the lead times when not specified in the locations SOW?

See Section 1.10(c).

14. Will Contractors be reimbursed for additional security requirements?

No. The proposed price should include all costs necessary to fulfill the requirements of the RFP.

15. Which sites have loading docks for dewar deliveries?

Yes: CSBF (Palestine TX)/MAF/ARC/ LaRC .

No\*: KSC/MSFC/CSBF (Ft Sumner)/CSBF (Antarctic Support)/JSC/ JPL/AFRC/GSFC.

\*Either none exist, potential deliveries to places at location without loading dock, or lift gate specifically required per SOW.

16. The capability forms do not require supplier asset disclosure. Does this mean a supplier will not be evaluated on their ability to supply the necessary assets for certain CLINs?

Neither the Capability Form or Evaluation Factors will be changed.

17. New dewar lead time is typically 5 months from date of order. Will delay in services be permitted based on availability of dewars and/or other equipment?

No.

18. Will Real ID Act apply to all sites?

Yes. The Real ID Act will apply to all NASA Centers. Guidance can be found at the following link:

<http://www.dhs.gov/real-id-public-faqs>

19. For CSBF (Antarctic Support): Is an ISO container with 8.5 ft (not 8 ft) width and/or height acceptable?

No.

20. For CSBF (Antarctic Support): Will current plumbing exceptions (on ISO containers currently supplied) be allowed to continue?

Yes.

21. For CSBF (Antarctic Support): Will 135MCF minimum capacity ISO containers be acceptable?

No. Require 140 MCF or greater (as indicted in SOW).

22. For CSBF (Antarctic Support): For 500 Liter Dewars (New Zealand Delivery), can steel pallets be provided instead of wood? What are the maximum size requirements for pallets? Are there options available?

Yes. Either steel or wood pallets will be acceptable. Pallets must be no greater than 48"x48" (with 44" x 44" desirable if available). Pallets must also have fork lift pockets.

23. For CSBF (Antarctic Support): Based on 40" x 40" "rolling footprint" requirement, supplier asking if there will be charges allowed to buy or lease "special dewars" (suggesting "standard" 500 liter dewars will not meet criteria)?

40"x40" specification required for ease of handling within confined space of Antarctic Payload buildings. Specific valves are a requirement for them to travel to Antarctica. If special dewars are required to meet contract requirements, the rental pricing should be provided with other demurrage pricing.

24. For CSBF (Antarctic Support): How long will CSBF keep the dewars? How many at a time?

Dewars could be retained in Antarctica for up to three months. Up to 10 dewars at a time.

25. For CSBF (Antarctic Support): Will customer accept additional charges for special requirements?

No. The proposed price should include all costs necessary to fulfill the requirements of the RFP.

26. For CSBF (Antarctic Support): Who will arrange for air freight to New Zealand? If supplier will transportation price variation invoices be acceptable?

Supplier is expected to arrange air freight to New Zealand. The proposed price should include all costs necessary to fulfill the requirements of the RFP.

27. For CSBF (Palestine TX): Is the minimum discharge rate of the GCTs of 150,000/hour required below 1500psig? Or will it have the same requirement as the Antarctic requirements (150,000 scf/hr to atmosphere as long as Trailer pressure is above 1500 psi)?

Same requirement as Antarctica.

28. For CSBF (Palestine TX): Is the 3,000psig working pressure requirement for all fittings etc. also require additional 10% safety contingency?

Yes.

29. For CSBF (Palestine TX): Requirement states CGA 1540 discharge connections? Are other connections accepted? Will adapters be allowed to allow fitting of trailer connections to CGA 1540 outlet?

Require all Palestine and Ft. Sumner gaseous helium trailers to have two CGA1540 outlets.

30. For CSBF (Palestine TX): Are 9 tube units acceptable for CGTs?

Yes. However, only if the total volume of the 9 tubes is 140 MCF or greater without exceeding 3000 psi.

31. For CSBF (Palestine TX): Is there a loading dock for dewar delivery?

See Question 15.

32. For CSBF (Ft Sumner): Is the minimum discharge rate of 150,000/hour required below 1500psig? Or will it have the same requirement as the Antarctic requirements (150,000 scf/hr to atmosphere as long as Trailer pressure is above 1500 psi)?

Same requirement as Antarctica.

33. For CSBF (Ft Sumner): Delay or diversion charges apply due to weather?

Yes.

34. For Glenn Research Center (Cleveland Ohio): Request required specification for grade N helium?

Grade N helium is per CGA G-9.1.

35. For Johnson Space Center: Details on 5,000 psig working pressure GFE trailer?

30 tubes on trailer.

5500 psig maximum fill pressure (DOT 5000+ rating).

Capacity: 80,000 SCF at 5000 psig/47,000 SCF at 2900 psig.

Note: Trailer included as available GFE trailer for fills to same pressure as provided with “standard pressure” vendor supplied tube trailers fills (up to ~3000 psi). The availability of the 5000 psi trailer does not imply a requirement for 5000 psi GHe in this solicitation.

36. For Johnson Space Center: Min. pressure allowed?

At time of fill, trailer pressure can be expected between 500 and 1000 psi.

37. For Johnson Space Center: What is the minimum allowable max fill pressure of Government trailer?

2900 psi would be the minimum desired fill pressure.

38. For Jet Propulsion Laboratory: Are other dewars acceptable in place of 30 liter?

No, the 30 liter dewars are required for use in tight labs where there isn't room for anything bigger.

39. For Kennedy Space Center: Is it 80,000L required for launch? Historically it has requirement is for 3 launch attempts at 40,000L/attempt for Delta IV-H.

KSC SOW correctly identifies 80,000 liter/launch attempt (launch + scrub) requirement for Delta IV-Heavy.

40. For Kennedy Space Center: Will separate bids be allowed for use of LHe storage vessels or not?

No.

41. For Kennedy Space Center: Is a specific dewar delivery day once a week acceptable?

No. Due to potential changes of operational requirements for LHe.

42. For Kennedy Space Center: Is the contractor required to connect and disconnect the LHe containers to the site?

No. KSC personnel will connect and disconnect the delivered tankers.

43. For Kennedy Space Center: Will the site complete the LN2 fills as required?

Yes. KSC personnel will monitor LN2 levels in the delivered tankers and complete fills as required.

44. For MSFC: Please provide AN fitting details for bulk GHe requirement?

The AN thread specification is a 37 degree flare straight thread fitting. The thread specs are the same as MS33649 threads. AN-8 is the correct terminology for the 1/2" designation.

45. For MSFC: Who is accountable for the off-load of Bulk GHe trailers?

Technicians at MSFC will assist with the unloading of the bulk trailers via MSFC trailer fill panels.

46. For MSFC: What is the expected return pressure of the empty gas containers (CGTs)?

Expected return pressure is 300 psi which is the minimum suction pressure the MSFC compressors are operated down to during offload.

47. For Michoud Assembly Facility (MAF): Will the minimum offload pressure of 2400 psi for supplier bulk GHe CGT be calculated as per 3.4(b)(2) residual credit?

Yes. Residual credit will apply same as any other bulk GHe trailer deliveries

48. For Michoud Assembly Facility (MAF): Typical cascade time 2 hours per Government owned trailer or per delivery?

Two hours per receiving trailer.

Note: MAF has updated their storage capability from three to two trailers.

49. For White Sands Test Facility (WSTF): What forecasting will be available due to short delivery requirement?

Delivery requirement is 48 hours.

50. For AFRC (Palmdale Airport): 1 delivery a week for total required volume?

If more than 1000 liters is required in a week, there would be a minimum of two deliveries (on different days) during that week.

51. For AFRC (Palmdale Airport): Are 500L dewars acceptable?

No. 500 liter dewars cannot be used due to space limitations both onboard the aircraft and inside labs.

52. What are the pressures required for all (11) of the trailers/locations?

No location has a maximum allowable pressure of the delivered trailers. For some locations, the minimum allowable pressures of delivered trailers are provided in the SOW to ensure adequate pressure is provided for cascade offloads into storage or for operations. For some locations, the maximum pressure of receiving vessels is provided to assist the supplier in best determining trailers required to perform required cascade off loads. It is understood that commercial transfill typically have a capability of 3000 psi or slightly below, which are adequate for location requirements.

53. Often ~2200-2400 psig trailers are typically Small trailers and hold ~50,000 scf which would be very difficult to meet the Government's volume requirements using that size trailer. In order to meet the volumes required, some providers would need to use Jumbo trailers which hold ~160,000 scf but their pressure is ~3000 psi. Clarification on the pressures is requested for each location.

See Question 52. In addition, "Jumbo" trailers at pressures up to ~3000 psi will be acceptable to meet volume requirements at locations. Smaller capacity trailers will be desirable for locations with smaller delivery requirements where Jumbo trailers would lead to excessive residual quantities after offload.

54. Are site visits allowed prior to submitting the proposal?

Site visits not available.

55. To confirm, does all the volume included in this RFP qualify for the BLM "In Kind" program?

Yes, all volumes under this contract qualify for In-Kind (see Section 3.12 in RFP).

56. Are suppliers required to utilize helium from the Federal Reserve for the each specific location's requirements?

See Question 55.

57. If "In Kind" helium from the BLM is to be used, will this be made available in real time? That is, typically "In Kind" volumes are provided the following quarter after customer delivery is made. However, for large spikes in demand (i.e., Kennedy Space Center launches), that may not be feasible.

See Question 5.

58. Kennedy Space Center (CLIN 020): Are there other launches from private companies which will impact NASA's product usage, launch schedule and/or our delivery requirements?

All known launch requirements during the period of performance are included in the SOW.

59. Kennedy Space Center (CLIN 020): The description in Attachment 3 specifies that during launch activities additional tankers (above the normal 2) may be retained for up to 10 days. Please provide more detail on this requirement. How many total tankers may be retained at the same time? What prompts tanker retention?

Additional tankers may be retained to provide product for the next launch attempt in addition to tankers already on site supporting the ongoing launch attempt.

60. Kennedy Space Center (CLIN 020): How much notice will Contractors be given for Bulk Liquid requirements above routine (i.e., associated with a launch)?

KSC SOW indicates 72 hours notice will be provided.

61. In Attachment 3, some sites specify "Government-Furnished Equipment" while others do not include that section. If no "Government-Furnished Equipment" is identified, are Contractors to assume the supplier is responsible for providing all of the equipment?

If no "Government-Furnished Equipment" is identified, the supplier is responsible for providing all of the equipment?

62. Can Contractors add additional adjustment factors to the price escalation formula to account for cost factors, such as tolling fees?

No. The proposed price should include all costs necessary to fulfill the requirements of the RFP.

63. Just to confirm regarding the groups of CLINs shown on Page 49 of 66, is it possible to be awarded single CLINs in a group, or will the group absolutely be awarded as a whole?

No.



64. Will all other locations, except KSC, be audited to validate conditions of Government owned equipment?

No.

65. Maintenance of Government owned equipment (other than KSC) is not mentioned at all other locations, please clarify if it is required on all Government owned equipment and if maintenance is to be invoiced as service is required.

See RFP Section 7.2 of RFP (Pricing) and Attachment 1.

66. For any supplier provided tube trailers, is it safe to assume that “Jumbo” tube trailers can be used to supplement deliveries where Government owned tube trailers are provided?

Yes.

67. Are there any space limitations at any of the locations Contractors need to be aware of for either Jumbo tube trailers or tracker/trailer delivery of cylinders/dewars?

None known.